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SOURCE                      Gudok.

SCORES FREIGHT COLLECTION, DELAY OF PERISHABLES

CALLS MOSCOW CENTER FREIGHT COLLECTION FAULTY -- Gudok, No 67, 4 Jun 50

The system followed in the Moscow railroad center to accept freight for shipment is incorrect and increases freight car turnaround time considerably. At present, in the freight yards of the stations of the main line railroad, systems cars are loaded for all destinations. The Moscow-Freight-Paveletskaya station, for instance, accepts not only carload shipments for the Moscow-Donbass System's lines, but also cars which are going to travel on the Moscow-Kursk, Yaroslavl', and other railroad systems departing from the Moscow railroad center. Up to 40 such cars are received each day by the Moscow-Freight-Paveletskaya station. The situation is the same in the other freight stations of the center. Transferring such cars over the Moscow Inner Belt Line and sending them through two marshaling yards (from one system to another) takes a total of 2 to 3 days for each car, and the daily losses amount to not less than 9,000 cars.

To avoid these losses and to accelerate the handling of cars through the center, it is necessary to establish for the carload shipments which are loaded, not on sidings but in the freight yards, a system similar to that used for less-than-carload shipments. They should be received only at the corresponding exit station. For instance, a carload of freight to Orel or Kursk, should not be accepted at any freight station of the railroad center, but only at the Moscow-Freight-Kurskaya station

ODESSA SYSTEM DISREGARDS PERISHABLES -- Gudok, No 67, 4 Jun 50

To carry perishable freight, special trains have been added in the summer schedule. These trains are assigned increased speeds, shortened stops in stations, and right of way over all other freight trains. Made up in large railroad centers, or in points where there is mass loading of perishable freight, these trains, which are called "green" trains from the color with which they are plotted on the schedule, cover long distances according to a through schedule. En route, the "green" trains must be delivered to icing stations for ice and salt. At stations indicated on the schedule, new refrigerator cars must be attached to the trains. To accelerate handling, these trains are given a lightened weight norm.

- 1 -

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However, it is reported that on the Odessa Railroad System the necessary attention is not given to the handling of perishable freight.

Every day, two "green" trains are supposed to leave Odessa; one for Lenin-grad and the other for Moscow. However, the system often dispatches ordinary trains, and even local freights at the times reserved for the trains with perishables. Refrigerator cars on the other hand, leave Odessa for long hauls in local trains. Delays of such refrigerator cars are exceedingly long; 50-60 hours are common occurrences in Znamenua, Razdel'naya, Kotovsk, and Pomoshnaya.

The average daily run of refrigerator cars on the system is only 80 kilometers. Investigation has shown that in nine cases out of ten, damage to perishable freight has been caused by the freight being too long en route.

Regulation of the refrigerator car inventory is incorrectly organized on the Odessa System. Every day, refrigerator cars are standing in one place and freight is awaiting shipment in another.

Also, the condition of the refrigerator cars leaves much to be desired. Many refrigerator cars sent to the Odessa system need serious repair. However, the plans for repairing refrigerator cars have been clearly lowered. For example, during 4 months of 1950, according to the plan, railroad car workers of the system were supposed to make medium repairs on only six cars.

Facilities for icing refrigerator cars are provided without taking actual conditions into account. In Znamenka, Shevchenko, Kotovsk, and Razdel'naya, icing installations have been built for servicing small groups of cars, but, according to the schedule, these points are supposed to supply whole trains with ice and salt.

#### CLAIMS AGAINST RAILROADS HANDLED POORLY -- Gudok, No 54, 5 May 50

In 1949, legal and arbitration agencies handling claims by clients against the railroads decided 69,600 cases against the railroads and awarded 283 million rubles to plaintiffs. In these "lost" cases the railroad systems paid more than 48 million rubles in legal costs.

Such colossal losses are primarily the result of the lack of economy of some administrators of commercial services and financial departments. They allow protracted review of claims to and then decide on the claims without calmness or objectivity. This causes new losses because the clients turn the matter over to the courts, and it often happens that the representatives of the railroad systems are obliged to concede in court that the claims of the plaintiffs are indisputable.

The Main Commercial Administration of the Ministry of Transportation and the commercial services of the railroad systems do not keep special accounts of losses through litigation decided against the railroads. These sums are included in the general losses from failure to safeguard freight.

#### CONTAINER CARRYING TO BE EXPANDED -- Gudok, No 46, 16 Apr 50

The Ministry of Transportation has ordered the correct organization of transport expediting operations and the development of carrying in containers. The orders direct the managers in the ministry and the heads of the railroad okrugs and railroad systems to expand container operations.

Turnover of carrying in containers should be accelerated this year by reducing the layover of the containers at dispatching and receiving points; the volume of this type of carrying should be increased by 900,000 tons. Starting in May, an inventory of containers in use will be taken, and they will be redistributed over the railroad systems.

- 2 -

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This year transport will receive 6,000 new all-metal containers and 8,000 wooden containers. In addition, 5,000 containers will undergo major repair. Twenty-four new container-handling points will be opened on the railroad systems, and the 16 existing points will be expanded.

In 26 larger cities, municipal freight stations for the sub-grouping of small shipments are being organized.

In 1955, the volume of freight hauling in containers must be increased to 7 million tons. To secure this goal, the inventory of all-purpose containers will be increased to 135,00 containers, and 300 additional container-handling points will be opened. The number of automobiles for carrying containers will be increased by 6,000 machines.

The present association of Transport Expediting Offices is being reorganized into the Administration of Container Freight Hauling and Transport Expediting Operations under the Main Commercial Administration of the Ministry of Transportation, which will have subdivisions in the administrations of the railroad okrugs and railroad systems and in the more important railroad centers.

DIVISIONS GO ON COST ACCOUNTING -- Gudok, No 49, 23 Apr 50

As of 1 May 1950, all divisions of the railroad systems of the USSR network will be transferred to cost accounting. The divisions will be given the necessary working capital and each month will present their accounts to the administrations of the railroad systems.

Indexes for the work of the divisions have been determined as operational ton-kilometers for freight carrying and axle-kilometers for passenger carrying. Material responsibility of the divisions for breakage in making up trains and for incomplete use of the locomotives assigned by the plan, and also the responsibility of the locomotive depots for failure to effect immediate assignment of locomotives to trains, have been established.

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- 3 -

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